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Wilk. Wilhelmsen.—Do not usually discharge at Aden outward. Homeward from Australian ports to Aden, Port Sudan, Port Said, Alexandria, Malta, Marseilles, Dunkirk, Antwerp, Rotterdam, Bremen, Hamburg, Stavanger, Oslo; route sometimes varies to include a Spanish port or other Scandinavian ports.

Hamburg Amerika Line.—Homeward. Dutch East Indian ports via Aden to Antwerp, Rotterdam, Bremen, Hamburg.

Deutsche Ost. Afrika Linie.—Outward and homeward as occasion offers. Outward: Hamburg, Amsterdam, Rotterdam, Antwerp, Southampton, Lisbon, Ceuta, Malaga, Genoa, Port Said, Suez, Aden, Mombasa, Tanga, Zanzibar, Dar es Salaam, Port Amelia, Mozambique, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Capetown and above ports via Aden to Hamburg.

Hansa Line.—Bremen, Hamburg, Amsterdam, Rotterdam, Antwerp, Port Said, Suez, Yambo, Jeddah, Port Sudan, Djibouti, Aden, Muscat, Bandar Abbas, Lingah, Durban, Bahrain, Bushire, Koweit, Bander Shahpur, Mohammerah and Basrah. Homeward: Suez, Port Said, Antwerp, Rotterdam or Amsterdam, Hamburg and Bremen.

Coasting Vessels.—Messrs. Cowasjee Dinshaw and Brothers and the Halal Shipping Company, Limited, maintain a fleet of five and three steamers respectively which run between Aden and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Many dhows also trade to and from these ports, and, in addition, sail to many other small ports in the southern Red Sea, the Gulf of Aden, the Persian Gulf, and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports to which the direct service is poor are those in the Levant, Spain and Portugal.

Roads

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There are no railways in the Colony and all transport is by road or by sea. The sea transport is not great and consists of the carriage of salt and building materials from Little Aden to Tawahi and Maala.

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It is difficult to give an accurate estimate of the road mileage as the side roads in the town which are used principally by pedestrians and camels do not require to be kept up, and the Royal Air Force maintain certain of the roads which lie in the Military Area. The Aden Settlement maintain 13 miles of bituminous macadam road and 19 miles of water-bound macadam road.

Every effort was made during the year to improve the surface of the main roads. There are 50 miles of roads within the civil limits of Aden, but only 18-24 miles are treated with bitumastic compounds. Until camel carts are fitted with solid rubber or pneumatic tyres much of the effort spent on road maintenance is nullified by the damage done to the new surface by steel shod wheels.

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five and three steamers respectively which run between Aden⁵⁰⁵ and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Very frequent services of dhows also trade to and from these ports and in addition to many other little ports on both sides of southern Red Sea, Gulf of Aden up to Persian Gulf and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports for which there is a poor direct service are the Levant Spanish and Portuguese ports. Cargo is sent with transhipment at Port Said.

Roads.

There are no railways in the Colony and all transport is by⁴⁹⁶ road or by sea. The sea transport is not great and consists of⁴³⁸ the carriage of salt and building materials from Little Aden to Tawahi and Maala.

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Motor Transport.

On the 31st December, 1937, there were 198 licensed public⁴⁵⁴ cars and 53 licensed omnibuses. The number of private cars was 367 and there were 66 licensed lorries and trucks.

The following statement shows the countries of origin of the⁴³⁹ above motor vehicles:—⁴⁵⁴

	No. of vehicles.			
1. British Empire	...	...	...	234
2. United States of America...	...	...	...	391
3. French	...	...	...	9
4. Italian	...	...	...	56
5. German	...	...	...	14
Total	...	...	...	624

Trade with the interior is conducted mainly by camel caravans, but as roads and routes in the Aden Protectorate are being developed more and more cars and lorries are being brought into use.

Post Office.

The Postmaster at Steamer Point is responsible for the postal⁶⁵⁵ services under the general control of the Finance Officer. The²⁰⁵ offices in the Colony are situated at Steamer Point, Camp and

COMMUNICATIONS

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All buildings in course of erection are inspected periodically to ensure that they comply with the regulations in force. Seventy-eight permanent building permits were issued in 1947, compared with 31 in the previous year. 653

Crown Lands

The Director of Public Works is also Commissioner and Registrar of Lands, and all transfers of immovable property made during the year were duly registered after the various titles had been carefully scrutinised. 421

Eighteen parcels of Crown land were also leased during the year to the general public for various building purposes, compared with two in 1946.

Stores

All work is carried out departmentally by direct labour, and consequently large stocks of building and other stores have to be kept. Deliveries of most goods from the United Kingdom during 1947 were much better than in the previous year, and stores to the value of £55,000 were issued to the various works during the year under review. 428

Labour

Little or no difficulty was experienced in obtaining artisans or labourers until the latter part of the year, when a large number of masons and carpenters left for more lucrative employment in the Persian Gulf. The standard of tradesmen is not high, and the establishment of a Trade School which Government have under consideration would go a long way to raise the standard of local craftsmen to a higher level. 444

BROADCASTING

There has been no broadcasting service since the Aden Station ZNR closed down at the end of 1945. Towards the end of 1947 the re-introduction of this service, at least for emergency purposes, was proposed, and the possibility of reviving broadcasting, whether for emergency purposes or as a regular service, considered. 47

Number of wireless receiving licences	635
Number of radio diffusion subscribers	Nil

Chapter 11 : Communications

ROADS

There are no railways in the Colony, and communication between the various townships is by road. 494

The main roads are constructed in bituminous macadam, and average 20 feet in width. Some secondary roads are similarly constructed. 491

Labour

464 1948 was a difficult year for labour. Due to the considerable increase in the cost of living, several strikes took place, and wages had to be increased to offset this rise.

There was a shortage of skilled carpenters and masons, early in the year, but due to Government's action in limiting the number of exit permits granted to these tradesmen to go to the Persian Gulf, where more lucrative employment was available with work in connection with oil development, the position became easier, and most of the buildings scheduled for 1948 were completed.

Chapter 11: Communications

[496] There are no railways in the Colony and communications between the various townships is by road.

491 The main roads are constructed in bituminous macadam, and the carriageways are 20 feet in width. Some secondary roads are similarly constructed, but the majority are in water bound macadam. There are also about eight miles of streets in the bazaar area which have not yet been made up.

All bituminous and water-bound macadam roads are kept in reasonable repair, and as and when funds and materials permit, existing "earth roads" are made up. The usual specification is as follows: the carriageway is composed of 4 inches of bituminous macadam in two coats, 3 inches of coarse and 1 inch of fine, on 12 inches of hardcore foundation with 12 x 6 inches of rough chisel-dressed kerbing. Footpaths are of bituminous macadam or cement concrete on suitable foundations.

The Colony has:

<i>Bituminous macadam roads</i>	<i>Water-bound macadam roads</i>	<i>Unmade roads</i>	<i>Total</i>
34 miles	10 miles	16 miles	60 miles

652 The Development Committee recommended that £100,000 of the surplus funds of the Colony should be used for improving the roads, and £15,000 of this sum was spent in making up roads in the bazaar area in 1948.

491 The roads are well signposted, and traffic lines superimposed where necessary. Road reflecting studs are also fitted on some dangerous corners.

Street lighting is by electricity, and all the main roads and the majority of the secondary roads are well lit.

The expenditure on roads during 1948 was £30,000.

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ADEN COLONY

Mechanical Workshop

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A vehicle workshop is maintained where all Government motor vehicles are serviced and repaired. Animal drawn vehicles such as refuse carts, night soil carts, etc., are also made and repaired.

Furniture

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The Government instituted a scheme to manufacture and repair furniture on hire to officials residing in Government houses. Two thousand two hundred and fifty pounds was spent during 1949 and 1950 on new furniture made in the workshop and obtained from contractors.

Building Plans

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Building plans submitted by the general public for approval are checked and then forwarded to the Township Authority for sanction. All buildings in course of erection are inspected at regular intervals to ensure that they comply with regulations. Two hundred and seventy-six permanent building permits were issued during the two years.

Crown Lands

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The Director of Public Works, who is also Commissioner and Registrar of Lands, scrutinises various titles submitted to him for transfers of immovable property. All transfers are registered. One hundred and forty-five plots of land were leased to the public for the erection of residential, commercial and industrial buildings in the period under review.

Stores

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As many new works and all maintenance works are carried out by direct labour, large stocks of building and other stores have to be kept. Stocks valued at £91,200 in 1949 and £78,000 in 1950 were issued from the Central Stores Depot.

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Labour

Some difficulty was experienced in obtaining skilled artisans but plenty of labourers were available. The standard of tradesmen is not high, but it is hoped that the new Technical College will go a long way to raise the standard.

Chapter 11: Communications

ROADS

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There are no railways in the Colony and the communication between the townships is by road.

The main roads are constructed in bituminous macadam, and the carriage-ways vary in width from 20 feet to about 40 feet. Some secondary roads are similarly constructed. There are about eight miles of streets in the bazaar areas which have not yet been made up.

COMMUNICATIONS

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505 Port of Aden during 1951 was 4,338 with an aggregate tonnage of 18,715,839 and in 1952 the number was 4,620 with a tonnage of 20,477,679.

The number of country craft which entered the port during 1951 was 1,816 with an aggregate tonnage of 145,916 and in 1952 the number was 1,685 with a tonnage of 130,003.

The following table shows the nationality, number and tonnage of the vessels which entered the port during 1951 and 1952 :

Nationality	1951		1952	
	Number	Tonnage	Number	Tonnage
British	2,355	11,115,667	2,381	11,451,779
French	107	569,062	121	628,009
Italian	295	895,565	329	1,153,827
American	216	981,976	214	948,655
Others	1,365	5,153,569	1,575	6,295,409
	<u>4,338</u>	<u>18,715,839</u>	<u>4,620</u>	<u>20,477,679</u>

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The Colony has :

Bituminous Macadam Roads	Water-bound Macadam Roads	Unmade Roads	Miles Total
57.20	7.30	11.97	76.47

[494] The total number of licensed vehicles was 3,215.

CIVIL AVIATION

508 There are two airfields in the Colony, Khormaksar, the official airport, and Sheikh Othman, maintained as a stand-by. Khormaksar is controlled by the Royal Air Force which provides the Air Traffic Control, Flight Information and Meteorological facilities.

509 The construction of a civil airport within the limits of the Royal Air Force aerodrome at Khormaksar was completed early in 1952 and the new terminal building was officially opened by the Governor on 1st May, 1952. Arrangements are being concluded for International Aeradio Limited to instal and operate a Civil Aviation Aeromobile Communication Service and three W/T point-to-point circuits connecting with Karachi and Bahrein, Nairobi and Mogadishu, and Khartoum and Asmara. These services will commence early in 1953.

509 The Colony has been served by five international airlines : Aden